

OBSTRUCTION DATA SHEET

ODS 5240
UNIVERSITY PARK AIRPORT
STATE COLLEGE, PENNSYLVANIA

~~DIGITIZED FROM~~

OC 5240
~~SURVEYED JUNE 1990~~
~~3RD EDITION~~



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OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

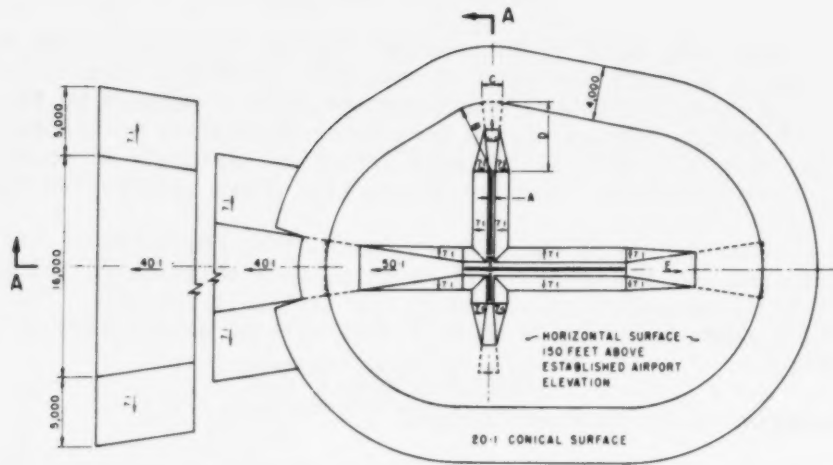
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) Utility runway - visual approach only
 A(NP) Utility runway - nonprecision instrument approach
 B(V) Nonutility runway - visual approach only
 C Nonutility runway - nonprecision instrument approach with
 visibility minimums greater than 3/4 mile
 D Nonutility runway - nonprecision instrument approach with
 visibility minimums as low as 3/4 mile
 PIR Precision instrument runway
 SUPLC ... Supplemental C underlying a B(V)

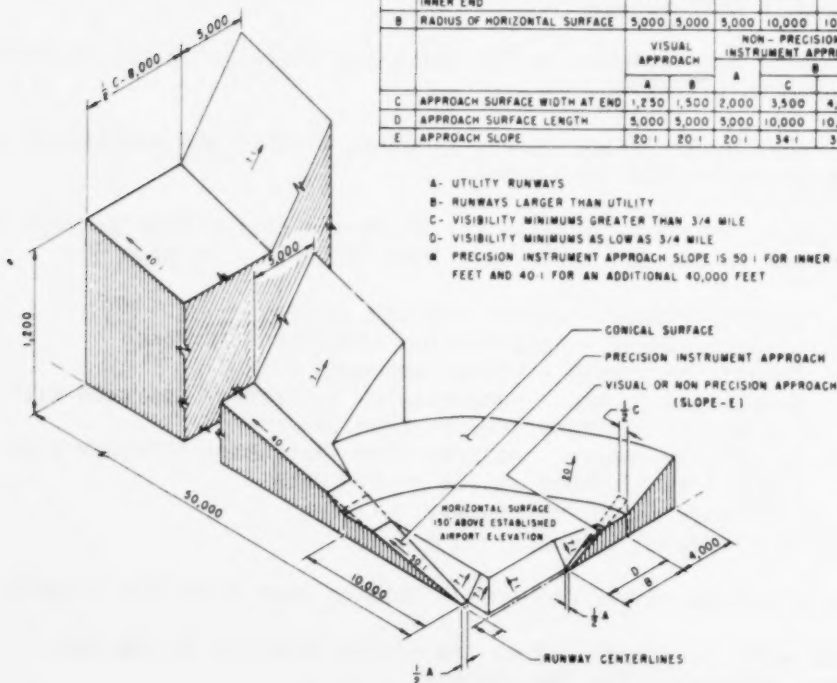
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	C	D	
		1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- * PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

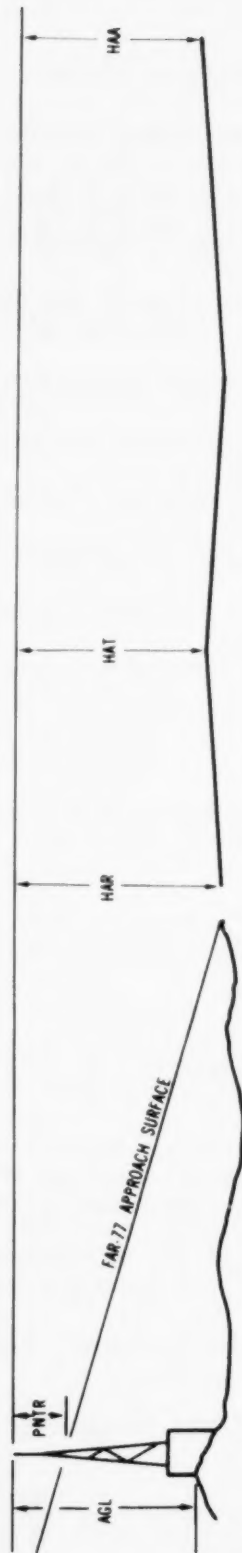
FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

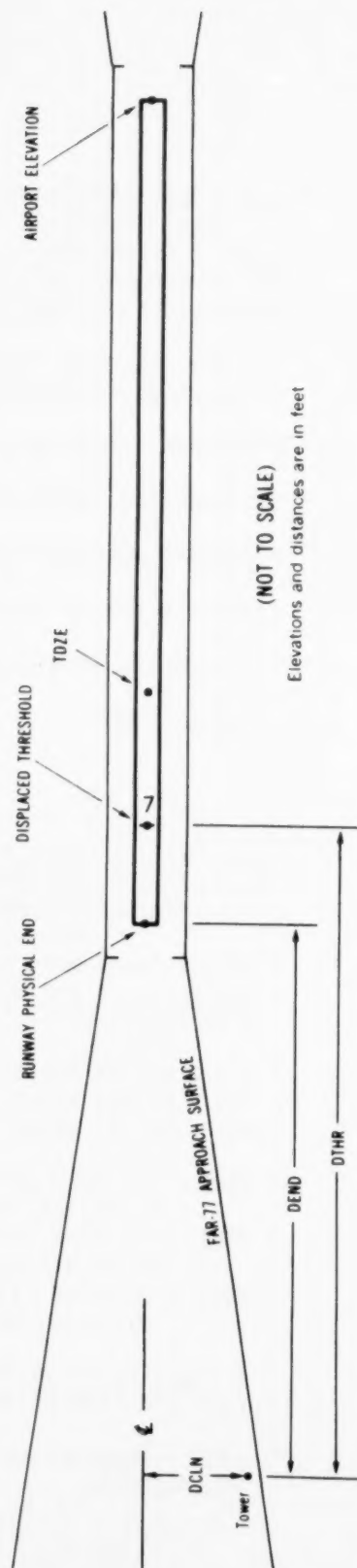
OC XXXX

AIRPORT ELEVATION XXXX

OBJECT	X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXXX ⁴	XXXXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXXXX.XXX ⁷					
			LAT	LONG	A ⁸	ELEV ⁹	AGL ¹⁰	HAR ¹¹	HAT ¹¹	HAA ¹¹	DEND ¹²	DTHR ¹²	DCLN ¹²	PNTR ¹³
XXXXXXXXXXXXXX			XXXXXX.XXX	XXXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXXX			XXXXXXXXX.XXX	XXXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX



2



(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

- ¹ Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.
- ² For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- ³ Reference runway approach physical end elevation/touchdown zone elevation
- ⁴ Latitude and longitude of reference runway approach physical end
- ⁵ Reference runway geodetic azimuth reckoned clockwise from south
- ⁶ Reference runway displaced threshold elevation/touchdown zone elevation
- ⁷ Latitude and longitude of reference runway displaced threshold
- ⁸ Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20
- ⁹ Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.
- ¹⁰ Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ± 10 feet.
- ¹¹

HAA - Height above airport

HAR - Height above reference runway approach physical end

HAT - Height above reference runway touchdown zone elevation
- ¹²

DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end

DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold

DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.
- ¹³ PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 1239

6 PIR 1230/1230 405043.484N 0775120.058W 2324435

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	405113.23	0775035.73	1A	1204		-26	-26	-35	-4534		334L	3
GROUND	405106.19	0775048.11	1A	1219		-11	-11	-20	-3345		343L	5
GROUND	405057.51	0775102.98	1A	1231		1	1	-8	-1904		335L	5
FENCE POST	405049.05	0775103.82	1A	1227		-3	-3	-12	-1335		307R	1
GROUND	405047.84	0775108.45	1A	1226		-4	-4	-13	-977		189R	-1
GROUND	405049.53	0775116.87	1A	1230		0	0	-9	-565		338L	1
BUSH	405037.31	0775121.32	1A	1234		4	4	-5	455		438R	-1
OL ON LOCALIZER	405040.48	0775125.25	1A	1234		4	4	-5	501		OL	-2
ANTENNA ON BUILDING	405042.43	0775128.59	1A	1242		12	12	3	587		312L	4
TREE	405028.63	0775135.30	1A	1252		22	22	13	1843		488R	-11

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AIRPORT ELEVATION 1239

24 PIR 1196/1226 405113.388N 0775028.275W 0524509

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	405049.53	0775116.87	1A	1230		34	4	-9	-4434		338R	1
GROUND	405047.84	0775108.45	1A	1226		30	0	-13	-4023		189L	-1
FENCE POST	405049.05	0775103.82	1A	1227		31	1	-12	-3665		307L	1
GROUND	405057.51	0775102.98	1A	1231		35	5	-8	-3096		335R	5
GROUND	405106.19	0775048.11	1A	1219		23	-7	-20	-1654		343R	5
GROUND	405113.23	0775035.73	1A	1204		8	-22	-35	-466		334R	3
TREE	405114.94	0775017.37	1A	1230		34	4	-9	762		382L	23
ANTENNA	405123.30	0775020.97	1A	1210		14	-16	-29	1054		459R	-3
TREE	405116.83	0775013.23	1A	1234		38	8	-5	1131		423L	19
TREE	405116.79	0775009.37	1A	1228		32	2	-11	1365		605L	9
TREE	405125.59	0774958.93	1A	1232		36	6	-7	2542		382L	-11
TREE	405140.41	0775001.12	1A	1266		70	40	27	3316		914R	8
TREE	405133.13	0774951.53	1A	1250		54	24	11	3457		119L	-11
TREE	405137.67	0774945.44	1A	1277		81	51	38	4107		36L	3
TREE	405139.19	0774942.49	1A	1284		88	58	45	4381		50L	4
TREE	405148.06	0774936.70	1A	1303		107	77	64	5279		395R	5
TREE	405143.80	0774932.32	1A	1303		107	77	64	5286		152L	5
TREE	405150.28	0774938.73	1A	1298		102	72	59	5291		669R	1

16 A(V) 1239/ 405100.028N 0775114.229W 3344530

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	405047.84	0775108.45	1A	1226		-13		-13	-1305		124R	3
GROUND	405057.84	0775114.63	1A	1241		2		2	-187		122R	2
ROAD (N)	405101.57	0775116.94	1A	1240		1		1	230		122R	-1

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AIRPORT ELEVATION 1239

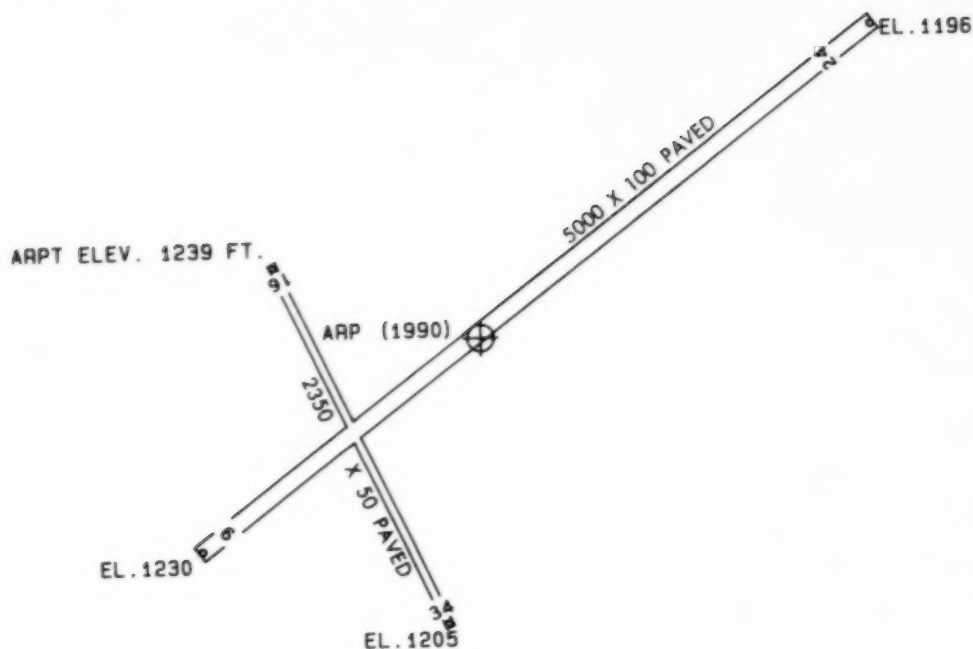
34 A(V) 1205/ 405039.027N 07751 1.192W 1544538

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	405057.84	0775114.63	1A	1241		36		2	-2163		122L	2
GROUND	405047.84	0775108.45	1A	1226		21		-13	-1045		124L	3
TREE	405034.84	0775056.12	1A	1230		25		-9	550		172R	8
TREE	405032.77	0775059.92	1A	1245		40		6	615		182L	19
TREE	405033.27	0775058.44	1A	1234		29		-5	618		57L	8

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AIRPORT ELEVATION 1239

ARP	405055.588N	0775058.498W		A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OBJECT									
TREE	405050.18	0775055.12	1A	1272			33	164 48	606
WIND TEE	405059.05	0775106.13	1A	1245			6	311 4	683
TREE	405048.20	0775057.77	1A	1288			49	185 55	750
TREE	405044.23	0775057.81	1A	1273			34	187 35	1151
ROD ON OL TOWER	405106.57	0775052.57	1A	1259			20	32 28	1201
TREE	405042.93	0775059.58	1A	1252			13	193 54	1283
POLE	405104.31	0775113.20	1A	1253			14	318 12	1433
LIGHTED WINDSOCK	405109.79	0775054.98	1A	1252			13	20 52	1462
TREE	405040.84	0775058.39	1A	1244			5	189 53	1493
TREE	405101.67	0775121.30	1A	1296			57	299 33	1857
TREE	405037.54	0775104.33	1A	1233			-6	204 0	1881
OL ON AIRPORT BEACON	405114.00	0775054.51	1A	1276			37	19 32	1889
TREE	405037.08	0775055.25	1A	1249			10	182 36	1890
OL ON GLIDE SLOPE	405112.86	0775040.49	1A	1246			7	48 34	2229
TREE	405033.13	0775101.71	1A	1272			33	196 24	2287
TREE	405032.42	0775103.95	1A	1288			49	200 20	2382
HANGAR	405117.68	0775043.72	1A	1249			10	37 7	2508
TREE	405030.57	0775059.76	1A	1268			29	192 24	2534
TREE	405132.07	0775015.41	1A	1241			2	52 5	4959
TREE	405137.08	0775009.46	1A	1257			18	52 6	5642
TREE	405233.65	0775310.24	2C	1726			487	324 39	14176
TREE	405307.19	0775211.94	2C	1616			377	347 15	14465



TOUCHDOWN ZONE RUNWAY ELEVATION	
6	1230
24	1226

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